

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

January 28, 1998
MAG Office
302 North 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Acting Chairman	Supervisor Jan Brewer, Maricopa County
*Mayor Elaine Scruggs, Glendale, Chairman	Mayor Wayne Brown, Mesa
Mayor Tom Morales, Avondale	Councilmember Sara Moya, Paradise Valley
Mayor Mike Baker, Buckeye	*Mayor John Keegan, Peoria
Mayor Hugh Stevens, Carefree	Mayor Skip Rimsza, Phoenix
Mayor Tom Augherton, Cave Creek	*Mayor Mark Schnepf, Queen Creek
Mayor Jay Tibshraeny, Chandler	*President Ivan Makil, Salt River Pima-
Mayor Maggie Reese, El Mirage	Maricopa Indian Community
Councilmember Sid Apps for Mayor Jerold Miles,	Councilmember Robert Pettycrew for Mayor Sam
Fountain Hills	Campana, Scottsdale
Mayor Chuck Turner, Gila Bend	*Mayor Joan Shafer, Surprise
Governor Mary Thomas, Gila River Indian	*Mayor Adolfo Gamez, Tolleson
Community	Mayor Dallas Gant, Wickenburg
Mayor Cynthia Dunham, Gilbert	*Mayor William Kosanovich, Youngtown
Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
*Mayor Frances Osuna, Guadalupe	Chuck Coughlin, Citizens Transportation
Mayor Richard Vasiloff, Litchfield Park	Oversight Committee

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting of the Regional Council was called to order by Acting Chairman Neil Giuliano at 5:05 p.m.

Acting Chairman Giuliano introduced Councilmember Sid Apps as proxy for Mayor Jerry Miles from the Town of Fountain Hill and Councilmember Robert Pettycrew for Mayor Sam Campana from the City of Scottsdale.

Acting Chairman Giuliano announced that if you have used the Norwest Bank garage, parking validation is available following the meeting from the MAG staff. Acting Chairman Giuliano indicated that RPTA has generously agreed to provide transit tickets for individuals who used the bus to get to the Regional Council meeting. He stated that tickets are available following the meeting from Ken Driggs from RPTA.

2. Pledge of Allegiance

3. Approval of December 3, 1997 Meeting Minutes

Acting Chairman Giuliano delayed the action on the meeting minutes.

4. Call to the Audience

There were no public comments.

5. Showcase Agency

Acting Chairman Giuliano stated that the showcase tonight will be the City of Avondale. Acting Chairman Giuliano introduced Mayor Thomas Morales to share with the Regional Council information about his community. Mayor Morales thanked Acting Chairman Giuliano and the members of Regional Council for the opportunity to showcase the City of Avondale. He introduced Councilmember Al Carroll, Councilmember Mike Federico, Councilmember Peggy Jones, Councilmember Marie Lopez-Rogers, City Manager Carlos V. Palma, Assistant City Manager Ruben Duran and Lorie Black and Kim Phillips from the Economic Development Department.

Mayor Morales presented a plaque to Mr. Bourey in honor of MAG's participation in the Phoenix International Raceway (PIR) Bridge. Mr. Bourey thanked the City of Avondale.

Mayor Morales noted that Avondale's Economic Development Department has been in existence for two and a half years. Within that time, they have done a great deal to promote a positive image for Avondale, market business opportunities, and attract new businesses and jobs.

Mayor Morales introduced Kim Phillips who made a slide presentation. Ms. Phillips stated that the population of Avondale is 26,000 and is expected to double within the next five years. She noted that the dropout rate has decreased, therefore increasing the educational background of the residents in Avondale. Ms. Phillips noted some of the educational and skill centers in Avondale.

Ms. Phillips stated that Phoenix International Raceway is located in Avondale. There has been a 25,000 seat expansion and 500,000 people attend races annually.

Mr. Phillips stated that Avondale partnered with five entities, including MAG, MCDOT, ADOT and ADOC, to fund the Gila River Bridge.

Ms. Phillips stated that Avondale has an informal sister city program with Kaizu, Japan. In October 1997, Japanese business executives visited Avondale. She noted that Avondale business owners also visited Kaizu, Japan in November 1997.

Ms. Phillips reviewed some of the infrastructure improvements such as a wastewater treatment plant, capital improvements plan, water and sewer extensions and plans for an I-10 freeway corridor.

Ms. Phillips reviewed retail sites and retail development. She noted that there are 90-acres being developed on the northeast corner of Interstate 10 and Dysart Road, in addition to 48-acres on Dysart Road, south of I-10. Ms. Phillips stated that a new Wal-Mart will be opening in Avondale on January 26. Wal-Mart will contribute \$1 million in annual sales tax to Avondale. She noted that south of Dysart is a

HUD housing project that needs to be demolished and relocated and will be replaced with retail and industrial sites.

Ms. Phillips stated that 14,000 single family homes and 2,400 multi-family units will be built in the next three years.

Ms. Phillips stated that Crystal Gardens comprises a 300-acre wetlands water treatment facility and recharge. This community combines water treatment with recreation and Crystal Gardens residential community. She noted that this facility processes 5,000 acre feet of water annually to replenish the city's water supply.

Ms. Phillips stated that Tres Rios is an area of 600 acres planned for parks and recreation areas.

Ms. Phillips noted that CycleFest will be on February 12-14 and is part of Arizona's Bike Week. Harley Davidson and other motorcyclists attend events including SuperBike races at PIR.

Ms. Phillips stated that the Tri-City West Boys and Girls Club is a 14,000 square foot facility that will open in June 1998. The Boys and Girls Club will serve children in Avondale, Goodyear and Litchfield Park.

Ms. Phillips explained that the KEYS, Keeping Excellence in Youth Support, Program helps at-risk students. This program has assisted more than 1,000 high school and junior high students. She noted that as a result of this program, drop out rates have decreased significantly.

Ms. Phillips thanked the Regional Council and asked if there were any questions.

3. Approval of December 3, 1997 Meeting Minutes

Acting Chairman Giuliano thanked Ms. Phillips and Avondale for their presentation. He then returned to agenda item #3 Approval of December 3, 1997 Meeting Minutes for approval.

Mayor Stevens moved, Mayor Vasiloff seconded, and it was unanimously carried to approve the minutes of the December 3, 1997 Regional Council meeting.

6. Executive Director's Report

Mr. Bourey stated that based on the comments by Regional Council members, the Annual Regional Council Retreat was considered a success. He noted that he was very pleased at the participation and the outcome. Mr. Bourey provided a Summary of Recommendations to each member.

Mr. Bourey stated that he was asked to serve on the Phoenix Community Alliance Board of Directors. He gave a brief update on the reauthorization of ISTEA. Mr. Bourey stated that there has been an extension until May 1998. The Senate had indicated that they will immediately look at the reauthorization when they reconvene. However, the House will wait a few months, after the balanced budget agreement when there may possibly be more funding on the table. The Senate may now delay for additional funding also. Mr. Bourey indicated that he will keep members continually informed.

Mr. Bourey introduced Blake Burgess and welcomed him to the MAG staff. Mr. Burgess is originally from Phoenix but has been working for the Department of Natural Resources in Georgia. Mr. Burgess will be working in MAG's Air Quality Program.

Acting Chairman Giuliano thanked Mr. Bourey and asked if members had any questions. He then stated that a member of the public asked to speak on non agenda items. This member was late to the meeting. Acting Chairman Giuliano indicated that he will let the member of the public speak, but will not extend this courtesy in the future.

Blue Crowley stated that notifications of public meetings should be in advance. He indicated that if public comment is so important, then these meetings should also be posted, in advance, on the buses. He suggested that meetings be posted one month in advance.

7. Approval of Consent Agenda

Acting Chairman Giuliano recognized public comment on this agenda item.

Blue Crowley referenced the Short Range Transit Plan stating that "the new regional plan will include input from the MAG Fixed Guideway System Study." He noted that money is being invested on a rail study, but the bus system is not correct.

Mayor Chuck Turner moved, Mayor Richard Vasiloff seconded, and it was unanimously carried to approve item 8 on the consent agenda.

8. Short Range Transit Plan

The Regional Council approved, by consent, the Short Range Transit Plan contingent upon a finding of conformity by MAG of the TIP with the applicable state and Federal air quality implementation plans. The Short Range Transit Plan (SRTP) is prepared and updated annually by Regional Public Transportation Authority for the Maricopa Association of Governments. The plan's contents include an overview of the performance and operating characteristics of the public transit services provided in Maricopa County. The process for plan formulation included RPTA staff contacting each MAG member agency during the plan's development in an attempt to develop an accurate and complete plan. Assistance provided by RPTA staff depends primarily on the status of each individual local plan. Some local governments had already developed local plans, while others were assisted with technical staff support including community involvement activities. This year's plan has been restructured significantly from past editions. Last year, the Management Committee and Regional Council directed that this edition include a new section that summarizes local transit plans on a jurisdictional basis in both a committed and planned mode. The Management Committee recommended approval of the Short Range Transit Plan.

9. ADOT Tentative Life Cycle Program and Long Range Plan for the MAG Freeway System

Eric Anderson stated that each January, the Arizona Department of Transportation (ADOT) prepares the Tentative Life Cycle Program for public review and comment. He indicated that they worked hard to be more accurate in revenue projections. The Program provides a detailed plan for the design and construction of the MAG Freeway Plan. The Tentative Life Cycle Program incorporates revenues and costs that ADOT has revised from previous plans. He noted that the priorities for the period 1999-2006 have been incorporated into the Tentative Life Cycle Program. The priorities for the period 2007-2015 have been incorporated into the Long Range Plan. Mr. Anderson stated that the Tentative Program and Long Range Plan are scheduled to be presented at the annual hearings conducted in February. This is a joint meeting of the State Transportation Board, the Regional Public Transportation Authority Board, the MAG Regional Council, and the Citizens Transportation Oversight Committee. He noted that there will be some acceleration of two to three months. He added that ADOT revised construction cost, unit cost numbers, and right-of way-costs. The Management Committee recommended approval of the Tentative Program and Long Range Plan.

Governor Thomas asked what will be included in the review and comment period. Mr. Anderson indicated that in February an annual report will be presented. This would be a key time for changes and comments. He noted that ADOT will make a final review and go through a thorough analysis.

Mayor Morales asked how the 101 Loop is progressing. Mr. Anderson deferred to Chuck Eaton, Life Cycle Coordinator. Mr. Eaton stated that the 101 Loop is currently progressing on schedule.

Acting Chairman Giuliano recognized public comment on this agenda item.

Blue Crowley stated that public comments are not being noted. He indicated that there was public comment on this issue at a CTOC meeting, but is not reflected on the transmittal summary.

Mayor Rimsza moved, Mayor Turner seconded, and it was unanimously carried to accept the ADOT Tentative Life Cycle Program and Long Range Plan for the MAG Freeway System for public review and comment.

Mayor Rimsza expressed his concern on maintaining a quorum at the meeting and suggested holding public comments until the end of the meeting. He noted that there is a full agenda and it is the Regional Council's intent to keep the meeting moving in a timely manner. Acting Chairman Giuliano suggested that we allow three minutes total for public comment on all agenda items. The members agreed. Acting Chairman Giuliano recognized public comment on agenda items 10, 11, 12, 13, 14, 15 and 16.

Blue Crowley stated that bike routes should be increased instead of using funds to study high speed rail and toll lanes. He again stressed the importance of public comments being heard and included in future documents.

10. Requested FY 1998 Changes to the MAG Freeway Program

Eric Anderson stated that the Arizona Department of Transportation (ADOT) has requested a series of changes to the 1998 MAG Freeway Program. These changes are a direct result of the annual update process that includes revised construction and right-of-way costs and the preparation of a new Tentative Life Cycle Program for 1999 to 2006. Mr. Anderson noted that the changes represent a cost increase of \$31.5 million which include \$22.8 million in higher right-of-way costs for 1998. Minor schedule changes

are also included to improve efficiencies. He noted that the start date for the Pima Road to Shea Boulevard segment of the Pima Freeway is being accelerated by eight (8) months to accommodate the longer construction schedule without significant delays in the completion date for this segment. The Management Committee recommended approval of the changes.

Mayor Vasiloff asked the percent of increase in right-of-ways. Mr. Anderson stated that right-of-way increases are up more than 10 percent this year.

Chuck Coughlin stated that Blue Crowley was correct regarding public comments at the CTOC meeting. He assured that, in the future, CTOC will coordinate with MAG to see that public comments get documented.

Governor Thomas asked what will happen to the right-of-ways purchased that then are not needed. Mr. Anderson stated that they will be sold back.

Mayor Rimsza moved, Roc Arnett seconded, and it was unanimously carried to approve the requested changes to the 1998 MAG Freeway Program.

11. Requested Change to the MAG Freeway Program - Superstition Freeway Auxiliary Lane

Eric Anderson stated that in November, the Management Committee reviewed a request by the Arizona Department of Transportation to add a project to the 1998 Life Cycle Regional Freeway Program. The request was tabled to allow for additional time to examine the length of the project and potential cost. He noted that since the November Management Committee meeting, the ADOT District Engineer made a presentation on the request to the Transportation Review Committee. Mr. Anderson stated that the ADOT District Engineer presented information regarding the request for an auxiliary lane extension of the 101 to US 60 ramp to relieve congestion. He noted that US 60 has already been re-stripped to accommodate an additional lane between the 101 on ramp and Country Club Drive exit. This project would facilitate opening an additional lane on the ramp by providing an auxiliary lane extension to the Alma School Road exit. Mr. Anderson stated that ADOT is requesting Regional Area Road Funds in the amount of \$75,000 for design and \$1,290,000 for construction of the auxiliary lane. The Management Committee recommended approval of the ADOT request.

Mayor Rimsza moved, Roc Arnett seconded, and it was unanimously carried to provide \$1,365,000 for the design and construction of the auxiliary lane at the end of the southbound to eastbound ramp of the traffic interchange of the Price and Superstition Freeways contingent upon the required air quality conformity actions being completed.

12. Potential High Occupancy Toll (HOT) Lane Study

James M. Bourey stated that in October, the City of Mesa requested that MAG work cooperatively with and the Arizona Department of Transportation (ADOT) on a regional High Occupancy Toll (HOT) lane study. On October 29, 1997, the MAG Regional Council Executive Committee considered this request and asked that HOT lanes be discussed from a policy perspective by the Regional Council before any study is done. Mr. Bourey noted it was determined that a policy discussion would occur on the concept of HOT lane study during the January Regional Council meeting. Mr. Bourey noted that staff is recommending that MAG participate with ADOT in a region-wide HOT Lane Study and that an application for funding

the Study be submitted to the Federal Highway Administration. He recommended that the study include sampling public opinion regarding possible implementation of the project. Mr. Bourey stated that the Management Committee recommended approval of the study.

Terry Johnson provided the Regional Council with a brief background. In 1994, the Regional Council approved the plan for the High Occupancy Vehicle (HOV) lanes. He noted that funding to complete the Squaw Peak and Superstition are beyond the five-year planning horizon. Mr. Johnson stated that one approach to accelerate HOV construction is to sell the unused capacity or existing HOV lanes and use the revenues to complete the HOV system. Under this concept, car pools would continue to use HOV lanes for free while Single Occupant Vehicles (SOV) could use the HOV lanes if they paid a toll.

Mr. Johnson stated that MAG staff is recommending that a request be submitted to the federal government to obtain funds for a valleywide study of HOT lanes. This study would include a survey of public attitudes. Funds could be used to accelerate completion of HOV lanes on the Superstition and Squaw Peak, along with completing the HOV support facilities such as park-and-ride lots, HOV ramps and online bus stations.

Mr. Johnson introduced Bill Hayden from ADOT. Mr. Hayden showed a video which provided a brief overview of toll lanes in California.

Eric Anderson stated that an important task will be setting a toll price on the HOT lanes. He explained the basic principle in congestion pricing works best in situations, when the demand exceeds the capacity. Mr. Anderson noted that this is not a tax but a voluntary fee paid by motorists. He noted that studies show a weak link between user and income. Mr. Anderson again noted that the funds would be put back into transportation improvements, such as funding additional construction of HOV lanes.

Mayor Rimsza stated that these lanes are built by the taxpayers. He suggested that to utilize excess capacity, an incentive should be offered to all taxpayers, such as a lottery. Mayor Rimsza stated that the whole object here is to get people to experience the benefits of the HOV lane. He noted that the focus should not be on a person's resources. The study needs to explore ways to market HOV lanes.

Roc Arnett stated that he agrees that it is a very good idea to study this option. However, more options should be explored to get people to use the HOV lanes.

Jan Brewer stated that the intent of HOV lanes is to encourage people to car pool. She believes that charging money to use the HOV lane sends the wrong message. Ms. Brewer suggested looking at old HOV and toll lane studies so not to reinvent the wheel. She also suggested the possibility of opening the HOV lanes to all drivers.

Roc Arnett agreed that there are old toll lane studies that could be reviewed. He noted that money was spent to build an infrastructure that is not even being used. Studies show that only 30 to 40 percent of the HOV lanes are being used during peak times.

Chuck Coughlin suggested a toll with a time constraint, like the ball park tax. The toll would go away after the revenue is generated. He noted that CTOC believes this study has a lot of merit. HOV lanes are not being used to their full capacity.

Roc Arnett stated that HOV lanes are federally mandated to be used as HOV or toll lanes. He indicated that a study will help find the best way to use the lane.

Mayor Vassiloff stated that he agrees with Mayor Rimsza that the focus should not be on a person's resources. The study needs to consider other alternatives.

Mayor Morales commented that we need to identify HOV lane use and consider other options. He noted that reversing the flow during the peak hours may be an option.

Councilmember Sara Moya stated that reversible HOV lanes should be studied. Chuck Coughlin noted that safety is an issue with reversible HOV lanes. Mr. Bourey commented that constructing reversible center lanes would be a huge cost.

Councilmember Pettycrew expressed his concern about spending money on this study when our transit system needs improvement. He noted that there may be a potential loss of funds for mass transit.

Councilmember Moya asked if there was a time frame for this decision. Bill Hayden stated that there is not a specific time frame.

Mayor Augherton expressed his concern about proceeding on this issue this evening. He noted that based on comments, this issue warrants further staff review and consideration.

Mayor Vasiloff asked if this study would take away from other study areas or funds. Mayor Brown requested that Mary Peters inform the Regional Council of the consequences of using federal funds for this study. Mary Peters stated that ADOT has contingency funds for studies such as this.

Governor Thomas stated that studies were done on HOV lanes and they do not seem to be working. She noted that we have to ask ourselves if this study will work.

Jan Brewer asked if the Regional Council supports this study, what other studies will be put on the back burner. Mary Peters stated no other studies will be bumped. She noted that federal planning and research funds are reserved by ADOT for possible future projects.

Mayor Brown moved, Mayor Gant seconded, and it was unanimously carried to approve that MAG participate with ADOT in a region-wide HOT Lane Study and that an application for funding the Study be submitted to the Federal Highway Administration. The study should also address other alternatives including options to utilize excess capacity and alternative HOV lane configurations. Also that the study include sampling public opinion regarding possible implementation of the project and that results of the study be returned to the Regional Council for consideration.

13. Arizona High Speed Rail Feasibility Study

James M. Bourey stated that he was selected to serve on the High Speed Rail Task Force, and feels that this information is vital for the Regional Council to know. Mr. Bourey then introduced Mary Peters from ADOT who serves as the Chair on the High Speed Rail Task Force.

Mary Peters stated that ADOT is currently conducting a high speed rail feasibility study to develop long range transportation alternatives for the I-10 corridor between Phoenix and Tucson. She indicated that the study started in July, 1997 and is expected to last until the end of March, 1998. Ms. Peters noted that approximately 75 percent of the state's population lives in the Phoenix and Tucson metropolitan areas, and approximately 85 percent of the state's employment opportunities are in the Phoenix and Tucson metropolitan areas. She stated that 75 percent of the total tourism expenditures in the state are in Maricopa and Pima Counties. Commercial vehicles constitute approximately 25 percent of the total vehicular traffic between the Phoenix and Tucson metro areas. Ms. Peters noted that I-10 is the primary facility for transportation of persons and goods between the Phoenix and Tucson areas. Traffic on I-10 between Phoenix and Tucson is expected to increase by 67 percent by 2020.

Ms. Peters stated that there are six alternatives including: do nothing, conventional highway widening, conventional rail - minor upgrade, conventional rail - major upgrade, high speed rail - electric, high speed rail - magnetic levitation. She noted that impact on communities and connections include everyone. This item is for information, discussion and input to the Arizona Department of Transportation.

Acting Chairman Giuliano thanked Mary Peters for her report.

Mayor Morales commented that the West Valley is not included in this feasibility study. He noted that the West Valley is growing and that tourism in the North and West Valley should not be forgotten.

Governor Thomas asked if this rail would go around Gila River. Ms. Peters noted that a letter with all the information is being sent from ADOT to Governor Thomas. Mayor Reese commented that she would like the study to include the rail going through El Mirage.

14. Air Quality Update

Cathy Arthur stated that she will update members on three air quality issues: 1) Most Stringent PM-10 Control Measures, 2) I/M 240 Emission Reduction Credits for Carbon Monoxide and 3) the Governor's Air Quality Strategies Task Force. Ms. Arthur stated that on October 29, 1997, the Regional Council approved requesting up to a five-year extension of the PM-10 attainment date, from 2001 to 2006. At the same meeting, the Regional Council selected Sierra Research to assist MAG in preparing the extension request documentation. She noted that on December 3, 1997 the MAG Regional Council approved submittal of the PM-10 Serious Area committed Control Measures Support Technical Analysis to EPA.

Ms. Arthur stated that in order to be granted a five-year extension, the Serious Area PM-10 Plan which we plan to submit after the 1998 Legislative Session, is required to include the most stringent measures in the state Air Quality Plan or in practice in any other state, which are also feasible for this area.

Ms. Arthur distributed a table reviewing Sierra's research. There are 15 measures which are more stringent than those in the Maricopa non attainment area. These 15 Most Stringent Measures have not been screened, as yet, for feasibility in this area. Ms. Arthur stated that Sierra is in the process of evaluating these measures and will provide additional supporting information. She noted that the PM-10

Subcommittee has reviewed the January 4, 1997 version of this most stringent measures table. This table and the additional information provided by Sierra will be shared with the Governor's Air Quality Task Force later this month.

Ms. Arthur gave a report on the I/M 240 test cutpoints. She stated that initial MAG modeling for the Serious Area Carbon Monoxide (CO) Plan indicated attainment of the air quality standard by December 31, 2000. This attainment demonstration assumed EPA modeling assumptions for the I/M 240 vehicle emission inspection program. She noted that ADEQ felt that the EPA assumptions might be too optimistic and they have been working with a consultant and EPA to develop alternative testing procedures and associated CO reduction credit.

Ms. Arthur stated that a new set of emission credits for I/M testing has recently been provided to MAG by ADEQ. Additional modeling by MAG staff indicates that the revised I/M 240 procedures result in CO values which represent a two to seven percent shortfall in 2000. Ms. Arthur stated that this implies that additional CO control measures will be required to show attainment in 2000. She noted that ADEQ has indicated that the decision on the final I/M 240 option will be determined during the 1998 Legislative Session.

Ms. Arthur updated the members on the Governor's Air Quality Strategies Task Force that was established by Governor Jane Dee Hull in November 1997. Several meetings of the task force and subcommittees were held during November and December 1997 and in early January 1998. Ms. Arthur stated that the purpose of the task force is to recommend air quality control measures, to document measures considered but not recommended, identify and address other air quality issues and make findings available to the 1998 Regular Legislative Session. She noted that five subcommittees were established for CO, Ozone, PM-10, low emitting vehicles and Clean Burning Fuels. There have been approximately 24 meetings of these subcommittees since November. Ms. Arthur stated that Mayor Scruggs has served as Chairman of the PM-10 subcommittee. She noted that MAG has attended all task force and subcommittee meetings and has provided staff support for the PM-10 and CO subcommittees. Ms. Arthur stated that subcommittee recommendations were due to the task force by January 20, 1998. Adoption of the final task force report is scheduled for mid February and staff should have a direction as to the recommended control measures by the end of this month. Ms. Arthur stated that this agenda item is for information and discussion.

Mayor Vasiloff asked if a study has ever been done on how the vehicles that are just passing through or here for only a short time affect the air quality. Ms. Arthur stated that several of the task force measures such as "Expanding the Boundary of Area A" and "Roadside Testing of Diesel Vehicles" are addressing this issue. Mayor Vasiloff indicated that we may not be attacking the source. Ms. Arthur noted that measures are being looked at from all points.

Acting Chairman Giuliano asked if members had any more questions. No members responded. Acting Chairman Giuliano thanked Ms. Arthur for her report.

15. Preparations for Census 2000

Mr. Bourey stated that he has been appointed to the Census 2000 Advisory Committee. He noted that Census 2000 is not too far off. Mr. Bourey introduced Harry Wolfe who briefed the Regional Council on the preparations for the Census 2000.

Harry Wolfe explained why this region should now be preparing for the Census 2000. He noted that while the decennial census of the population will be undertaken on April 1, 2000, three important Census Bureau programs will be initiated in the coming months. In January 1998, the Census Bureau will forward maps to local jurisdictions and request changes to municipal boundaries through its Boundary and Annexation Survey. Mr. Wolfe stated that in March 1998, the Census Bureau will provide maps to local jurisdictions and request recommendations on revising the census geographical boundaries through its Statistical Areas Program. The Statistical Areas Program will recommend changes to census geography such as subdividing Census Tracts to take into account growth or revising existing boundaries to follow clearly identifiable features. This will provide a comparable small area statistical unit from census to census. He noted that this is important because the results of the census are reported by these areas. In April 1998, the Census Bureau will forward local jurisdictions a list of addresses within their corporate limits for verification through the Local Update of Census Addresses Program. Mr. Wolfe stated that this address list will be used to distribute census questionnaires. He noted it is estimated that each housing unit counted represents \$10,000 in federal and state funds to local governments during the decade following the Census. He added that for this reason it is crucial that MAG member agencies plan for Census 2000 and allocate adequate staff and financial resources to work in partnership with MAG staff and the Census Bureau. Mr. Wolfe stated that this agenda item is for information and discussion.

Mayor Tibshraeny asked about the status of the proposal to adjust the final Census results using statistical sampling. Mr. Wolfe responded that the issue was being debated in Washington. He emphasized that a decision on the sampling issue needed to be made soon for the Census to be implemented in a timely fashion.

Governor Thomas asked how the Census Bureau would handle collection of the data from people who live one mile or more away from mail delivery. Mr. Wolfe indicated that a census enumerator would go out to collect the data.

Councilmember Pettycrew commented on how important it is to have upgraded Geographic Information System (GIS) software for Census 2000. He noted that the cost of the software is more than covered by the number of uncounted residents identified with the software. Each resident counted represents additional federal and state funds.

Acting Chairman Giuliano thanked Mr. Wolfe for his report and the members for their comments.

16. Region 2025 Vision Update

Mr. Bourey updated the members on the Region 2025 Vision Committee. He noted that the Committee held its organizational meeting on January 8, 1998 and it went very well. Mr. Bourey introduced the new Region 2025 Vision Project Manager, Monique de los Rios-Urban. Monique has been with MAG for four years and will be an asset to this project.

Mr. Bourey stated that a brief video has been produced that provides various viewpoints on the need for planning our future. He noted that this video is available to the members upon request. Regional Council viewed the video.

Acting Chairman Giuliano stated that the video was very nicely done.

Acting Chairman Giuliano briefed the Regional Council on the Executive Committee meeting and the process for the Executive Director's annual performance and salary evaluation. He noted that the Executive Committee requested that Mr. Bourey prepare an evaluation of his performance. The Executive Committee will also prepare their thoughts and discuss the results. After discussions, recommendations will go to Regional Council for approval.

Acting Chairman Giuliano announced that a progressive dinner would be held for the members of the Regional Council and their staff who have confirmed their dinner reservations. He stated that the dinner will be held in Suite 300. A floor plan was provided describing the different food stations that have been set up.

There being no further business, the meeting was adjourned at 7:30 p.m.

Chairman

Secretary